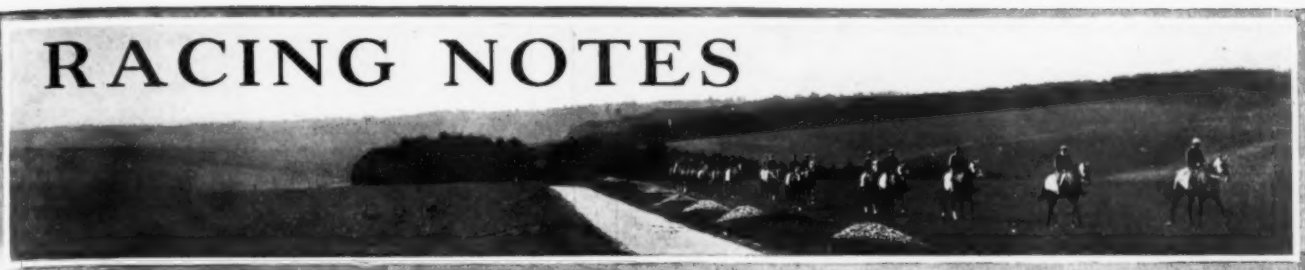


RACING NOTES



SO many letters have reached me—some of them, I regret to say, not intended for publication—referring to the remarks made in my article of December 14th with regard to the contamination of the existing breed of thorough-bred horses by the admission of numbers of doubtfully or admittedly impurely bred American horses to the Stud Book, that I make no apology for returning to the subject. I may say, to begin with, that breeders who have communicated with me are unanimous in expressing their disapproval of the admission of these doubtfully bred animals to the Stud Book. In the course of my former article I expressed the hope "that someone possessing an influence far beyond my own would so bestir himself that if records of these 'tainted' pedigrees must be kept, they shall be so earmarked, so branded that neither now nor in the future will any mistake as to the tainted source from which they derive be possible." A letter from Lord Durham, published in COUNTRY LIFE of December 21st, emboldens me to hope that—if I make good my case—Lord Durham himself will be that "someone," earning thereby the gratitude of generations of breeders to come. Broadly speaking, my case rests on the hypothesis that the purpose, the only purpose, of the English Stud Book is to record the pedigrees of pure-bred—thorough-bred—horses, and that the definition of a thorough-bred horse may be taken to be "an animal tracing back through both sire and dam to the earliest known sources from which the breed derives." That

granted, it follows that horses whose pedigrees cannot be traced have no right whatever to be included in the Stud Book, and—a *fortiori*—that horses not merely of untraceable pedigree, but traceable to sources of admitted impurity—to what, in fact, is called "native American blood"—should be excluded. Lord Durham, by the way, says that the Messrs. Weatherby would certainly not admit the names of admittedly impurely bred animals. Assuming—are there any conceivable grounds for not doing so?—that what is called "native American blood" is not pure

blood, I shall show—subject to correction—that horses tracing to native American blood have been admitted to the Stud Book, and, therefore, that to my way of thinking the names of "admittedly impurely" bred animals have been included in the Stud Book. Again premising that I am quite open to correction—I should, indeed, be glad to find that I am wrong—I would draw attention to the volume of impure blood, deriving from American sources, which has been admitted to the Stud Book. Take Vol. XX.—the last but one—of the Stud Book. Here, as the late Mr. Birley pointed out, will be found *fifty-two* mares contaminated by descent from American native blood through their sires; there are, moreover, in the same volume *sixty-two* other mares with a "taint"

coming through their dams, and *thirty* mares tracing to American horses, twelve of these being tainted on both sides. Here, then, if I am right, are *one hundred and forty-four* tainted mares in one volume of the Stud Book. Believing that the above is a correct statement, I am afraid that I can hardly see eye to eye with Lord Durham in regard to the precautions taken by the Messrs. Weatherby to keep their Stud Book pure. I need hardly add that the names of the mares mentioned are at the disposal of anyone whom it may concern. As to the precautions necessary to keep the Stud Book pure, to my mind they are so simple that no error should be possible. Either the pedigree of a horse can be traced to the earliest known sources from which the British thorough-bred derives, or it cannot. In the latter case, admission to the Stud Book seems to me to be out of the question; nor, indeed, upon evidence which will presently be forthcoming, do I for a moment suppose that, until in some incomprehensible way they allowed themselves to be persuaded into accepting these doubtfully or impurely bred American animals, the Messrs. Weatherby themselves admitted any other principle in regard to the inclusion or exclusion of horses, in or from the Stud Book. Evidence that, with the exception of these American-bred animals they (the Messrs. Weatherby) have exercised scrupulous care in the admission of horses to the Stud Book is to be found in the fact that, however remote the taint or even the doubt about a pedigree, it has been sufficient to exclude horses

bred in England, Ireland and the Colonies. Only, so far as I know, in the case of these American horses has vigilance been relaxed. But with regard to these animals their laches have been exceedingly great—not, to my mind, could they well have erred in a worse direction, because goodness only knows what the so-called "native or cold blooded" American blood may have been. It may have been—probably was—that derived from horses or mares left behind them by the Spaniards, or it may have been from the coarser-bred animals imported by the



W. A. Rouch.

COLIN.

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Dutch. Whichever it may have been, it was "impure," and of so little account that even Mr. C. Trevathan, author of "The American Thoroughbred," alludes to it as "Dunghill stuff." It is needless to add that there was no "native" American horse. The earliest horses known in America were, I am inclined to think, the animals brought and left behind by Columbus after his second voyage to America in 1493. Then there were the horses—probably fairly well bred—brought into America by wandering Cavaliers from England, settlers, for the most part, in Virginia and the Carolinas, and the heavy, ponderous animals imported by the early Dutch settlers. To the best of my knowledge the Pilgrim Fathers took with them no horses at

all. At all events, the so-called "native" American blood was lacking in all the elements which went to the making of the breed of horses now known as the British thorough-bred. These few lines go, I think, to show the impurity of "native American blood," and therefore to establish the fact that animals tracing to that blood are "admittedly of impure breeding." Before going further, and in order to make clear the "preferential tariff" established by the Messrs. Weatherby in favour of doubtfully-bred American horses, to the disadvantage of similarly affected animals bred in England, Ireland, or the Colonies, I append three pedigrees, those of Americus, Colin (a very recent admission to the Stud Book), both bred in America and admitted to the Stud Book, and that of Shogun, bred in Ireland and—rightly, I think—excluded. In each of these pedigrees the tainted, doubtful or impure strain is marked thus: +, and I leave my readers to make the comparison for themselves and, if they can, to suggest a reason for the exclusion of Shogun, while the two American-bred horses are accepted as "thorough-bred."

It will be noticed that in the pedigree of Shogun the taint or "doubt" comes in through his great-great-grandam Vanity, a mare whom it has not up to now been possible to trace back to sources included in the Stud Book, but who can be so far traced through the Hunters' Improvement Society that it is accepted that she is by Spartacus out of a mare by Whitenose, her dam by Roseden, by Archduke. With regard to Colin, he was undoubtedly a good race-horse in America, so is Shogun in this country. Neither of them can prove their descent (the inferences are all in favour of Shogun), but the American-bred horse is admitted to the Stud Book, the Irish-bred one is excluded.

AMERICUS +	EMPEROR OF NORFOLK +	Norfolk +	Lexington 12	Boston 40	Timoleon +
			Novice +	Alice Carneal 12	Balls Florizel Mare 40
		Marion +	Malcolm (3)	Glencoe (1)	Sarpedon 13
			Maggie Mitchell +	Chloe Anderson +	Rowena 12
	CLARA D +	Glencoe 26	Citadel 20	Bonnie Scotland 10	Sultan 8
			Bapta 26	Lady Lancaster (3)	Trampoline (1)
		The Nun +	Lexington 12	Yorkshire (2)	Rodolph +
			Novice +	Charmier +	Belle Anderson +
	COMMANDO	Darebin 14	Himyar (2)	Stockwell (3)	Iago 11
			Mannie Grey 23	Sortie 20	Queen Mary 10
		Emma C	Darebin 14	Escalade 20	Monarch 8
			Guenn	Venison 11	Lady Canton (3)
COLIN 19	PASTORELLA 19	Springfield 12	St. Albans (2)	Glencoe 1	St. Nicholas 6
			Viridis 12	Timoleon +	Miss Rose (2)
		Strathconan 11	Newminster 8	Betsy Malone +	Glencoe 1
			Souvenir 11	The Baron 24	Glencoe 1
	GRISFELDA 19	Perseverance 19	Volteiguer (2)	Pocahontas 3	The Baron 24
			Spinster 19	Melbourne (1)	Pocahontas 3
		Pastorella 19	Springfield 12	Escalade 20	Melbourne (1)
			Viridis 12	Venison 11	Escalade 20
	COMMANDO	Darebin 14	Himyar (2)	Queen Anne 12	Venison 11
			Mannie Grey 23	Defence (5)	Queen Anne 12
		Emma C	Darebin 14	Pet 26	Defence (5)
			Guenn	Timoleon +	Pet 26

SHOGUN (CHESTNUT, 1910).	SANTOI (Br., 1897)	Queen's Birthday 11	Hagioscope 23	Speculum 7	Vedette 19
			Matilda	Sophia	Doralice
		Merry Wife.	Merry Hampton 22	Beauclerc 10	Macaroni 14
			Connie	Simony	Zelle
	KENDAL BELLE + (Ch., 1893)	Kendal 16.	Bend Or 7	Hampton 10	Rosicrucian 5
			Windermere	Doll Tearsheet	Bonny Bell
		May Day.	Uncas 7	Pero Gomez 27	Cathedral 8
			Larkaway	Hilarity	Empress
	KENDAL BELLE + (Ch., 1893)	Kendal 16.	Bend Or 7	Doncaster 5	Lord Clifden 2
			Windermere	Rouge Rose	Lady Langden
		May Day.	Uncas 7	Macaroni 14	Broomielaw 10
			Larkaway	Miss Agnes	Mrs. Quickly

The question of the inadmissibility of doubtfully-bred American—or other—horses to the Stud Book apart, there are, it seems to me, other matters in connection with the Stud Book which call for revision. Here, for example, is a case in point. Recently, and rightly, Perseus III., a pretty good race-horse, has been denied admission to the Stud Book. He is by Persimmon out of Urania, her dam Wanda. In the Stud Book are to be found the two mares Golden Wand and Wantage Belle, both out of Wanda, and therefore half-sisters to Urania. Wanda is an impurely or doubtfully bred American mare. Her two daughters, consequently tainted in their pedigree, are included in the Stud Book; her grandson, Perseus III., boasting of one more cross of pure blood (he is by Persimmon), is excluded, a proposition, to my mind, at once illogical and indefensible.

There is another point, the most important of all, I think, to be considered. It is this: In the early stages of the development of the British thorough-bred much good was done by the infusion of pure Barb and Arab blood. Comparatively recent experiments have shown that not only no further good result is to be obtained by a fresh infusion of either of these strains of blood, but that as regards their racing ability the produce so obtained shows marked signs of inferiority. If this be so, how much greater must be the mischief attendant upon the introduction of what is called "native" American blood, or, indeed, of any other impure strain? Be that as it may, it seems only fair to assume that the English Stud Book should be exclusively reserved, now as in the past, for horses of purely English descent, tracing back through sire and dam to the earliest known sources of the breed; and I venture to submit that the time has arrived when, exercising a wise discretion, the Messrs. Weatherby, recognising that in far too many instances they have accorded a too generous treatment to doubtfully bred American horses, might so far revise their Stud Book as to exclude all such animals, assembling them, if such a course be considered advisable, in an appendix to the General Stud Book. As far as I myself am concerned, I think that such a course would be highly valued if applied to English and Irish bred horses coming from families of doubtful extraction but of recognised racing merit, but I do not see why we should in any way concern ourselves with doubtfully or impurely bred American animals, or, indeed, with any such animals of foreign extraction. TRENTON.

AMERICAN BLOODSTOCK & THE STUD BOOK—A RACIAL PROBLEM.

THE question whether American bloodstock tracing to a source or sources outside the English Stud Book should or should not find a place in its pages is not easily decided. Paper pedigrees are not always the true index of individual worth. We have seen American horses whose pedigrees bristled with native American or unknown strains show themselves superior on the Turf to some English thorough-breds. Foxhall and Blue Grass are instances in point, while Americus, as a sprinter and as a sire of sprinters, has gained considerable *hudos* in this country.

According to modern views on heredity, the transmission of characters does not depend on weight of ancestry, but on the actual contents of the germ cells. Thus, although Hermit's ancestry

was largely bay or brown, he himself was a chestnut, and, mated with chestnut mares, bred as true to the chestnut character as an animal of lengthy chestnut ancestry. But a race-horse is a very complex thing. His germ cells contain the determinants for a vast number of characters. Many of these have apparently the property of remaining recessive, or latent, lying low, as it were, in the germ-plasm for two or more generations, and then quite unexpectedly appearing in full force in the bodily tissues. Not all, but the greater part of these characters are of an undesirable nature. Indeed, latency is the only manner in which markedly unfavourable features can persist in the face of natural selection. The English thorough-bred, notwithstanding a lengthy ancestry, and severe selection operating through the race-course test, is, I need hardly add, by no means a true-breeding race. Undesirable latent characters persistently reappear in a certain proportion of each generation, and have the effect of bringing about retrogression to an earlier and less capable type. If this be true of the English thorough-bred, of respectable antiquity and the outcome of long-continued selection, it must be still more true of American bloodstock, comparatively recent in origin, and hardly less cosmopolitan than the population of the United States. On this count alone it follows that extreme caution should be exercised in admitting American stock to our Stud Book.

English so-called half-bred racing strains of no mushroom growth are refused entry, although in some cases their lineage appears to trace to one of our native island strains, to which the British thorough-bred owes so much. Seventy years ago the Messrs. Weatherby of the period actually admitted Red Ribbons, the ancestress of the Galloping Queen and Queen of Diamonds family—which also numbers King Crow, Worsthorne and other good performers—to the seventh volume of the Stud Book, but removed her name in a later edition, on account of the pedigree of her dam, Maggie Lauder, not being traceable to earlier volumes. Since Maggie Lauder's day the successive crosses on this tap-root have been Stud Book horses undefined. Yet this is not considered sufficient to wipe out the bar sinister, which, in all probability, is merely the emblem of a celebrated North Country running breed. Also outside the pale is Shogun's family, of even greater antiquity and not less honourable. On principle it is no doubt only right and proper that these strains should be excluded from the Stud Book.

But while the strictest censorship has been exercised in regard to home-bred stock, the same cannot be said with regard to the Americans which have been imported from time to time, and, of late years, in not inconsiderable numbers. In Vols. XVIII. to XXI. there are about a hundred American mares and half-a-dozen sires which, on a point of Stud Book purity, should have been excluded. These horses and mares show not one, but, in some cases, several untraceable lines in their pedigrees. But more than that, the American family records prior to 1870 cannot be accepted at their face value. The first volume of the American Stud Book, which dates from that year, was to some extent compiled in the spirit of the Declaration of Independence, wherein it is stated that all men are born equal, and endowed with certain unalienable rights. Owners of graded Spanish-American stock thought that their animals had unalienable rights to enter the American Stud Book in some guise or other, and if these rights were not considered strong enough to meet the modest requirements of the publishers, the owners, in many instances, were not averse to supplementing them by drawing liberally upon their imaginations.

As I have already pointed out, it is not enough to base conclusions solely on paper pedigrees. Before formulating a case, we must actually be able to show inferiority in attainment or breeding qualities of American stock; and this can only be done by an impartial enquiry on scientific lines. The day has gone by for settling questions of this nature by citing instances for or against a particular view. It will not do to argue that, because Kilmarnock II. won the Alexandra Plate, and David Garrick the Chester Cup, American-bred horses are fine stayers, or, *per contra*, that they are vastly inferior in stamina simply because the offspring of Americus were very deficient in this respect. If we wish to determine whether the stock of American horses tainted in pedigree are equal in stamina to British stock, we must first obtain a standard for comparison. I find that from 1899 to 1910, excluding events for two year olds only, the average distance of all races run on the flat in Great Britain and Ireland, of not less than 90 sovs. in value, was 8.84 furlongs. Here we have our standard of comparison. Now I find that the winning offspring (three years old and upwards) of thirty-six American sires—that is, sires which do not trace at every point to our Stud Book—show an average winning distance of 6.9 furlongs. Here I wish to emphasise that the thirty-six sires include the whole of the Americans fulfilling the conditions as to pedigree which had winning stock in this country from 1899 to 1910. Many of these sires did not stand in England, and their offspring were sent here

with the special object of winning races. They were, in fact, selected samples, and it is only reasonable to conclude, in these circumstances, that 6.9 furlongs is above the true average for the stock of these sires, taken in the aggregate. Further, as no attempt on my part was made to discriminate between degrees of pedigree impurity, the average is to some extent buoyed up by one or two sires, such as Sir Dixon, which are not improbably purged of the American taint. Thus, Sir Dixon was by imported Billet out of Jaconet, by imported Leamington out of Maggie B.B., by imported Australian out of Madeline, by Boston out of Magnolia, by imported Glencoe out of imported Myrtle; his only outcross, therefore, came through Boston.

But, even accepting the stamina index of 6.9, it seems perfectly clear that the American is not a desirable addition to the Stud Book, in that he must necessarily lower the stamina of our thorough-bred. As "Trenton" has already pointed out, there are some breeders who, through thoughtlessness, do not look beyond the moment; it is enough for them if an animal is in the Stud Book. But this should not be the guiding principle of those responsible for the welfare of the race. Of late years Jockey Club legislation, by readjusting race distances, has certainly done much to encourage sires capable of transmitting a higher degree of racing stamina. Why discount these praiseworthy endeavours by partially swamping our bloodstock with a breed whose staying capacity is comparatively low? Harm has already been done, but Lord Durham's letter is reassuring. It seems to carry the conviction that the Stewards of the Jockey Club and Messrs. Weatherby are alive to the danger, and have decided to take up a much firmer attitude than hitherto.

I must confess that, short of setting up an inflexible barrier against everything not absolutely traceable at all points to their Stud Book, Messrs. Weatherby have both a delicate and a difficult task. By adopting a bold and drastic policy it is not improbable that some worthy animals would have to be rejected, but in the long run the drawing of a hard-and-fast line would operate for the good of English bloodstock.

J. B. ROBERTSON.

CORRESPONDENCE.

AMERICAN NATIVE BLOOD.

SIR,—Lord Durham's interesting letter on the above subject, which appeared in your issue of December 21st, leads me to believe that he has not fully realised that the native American blood is absolutely extraneous, so far as the General Stud Book is concerned, and is not merely untraced as in such cases as Shogun, Galloping Queen, Clorane, etc. In 1899 the Bruce Lowe system was applied in relation to the winners of great races in the States, and it was then found that of fifty-three original mares from whom such winners descended, no fewer than twenty-six were outside the English Stud Book and had to be marked with a cross, not being entitled to any figure. These extraneous families came out immeasurably below those of English Stud Book origin. When, in a tabulated pedigree containing American blood, Lord Durham sees any name with a cross against it, the meaning is not that the pedigree is untraced, but that it is, in fact, traceable to a native American source not in the General Stud Book. Particulars as to this can be found in "The British Thorough-bred," page 144.—W. ALLISON.

UNTRACEABLE PEDIGREES.

SIR,—I have read with interest the article appearing in COUNTRY LIFE of the 21st ult. on the result of the recent December Sales of Bloodstock. May I be permitted space for a line to emphasise the importance of the warning the writer gives us all to keep our blood pure? Surely it is the success of our "tap-roots" which collects buyers from all parts of the world where the thorough-bred meets with appreciation, and where Governments and individuals wish to improve their breeds. Once conceal these tap-roots—of Agnes, Blue Hawthorn, Queen Mary, Maid of Macham, Ellen Horne, Pocahontas, etc.—behind a maze of names springing from untraced sources, and our breed will depreciate in the eyes of the foreign buyer, never again to attain the monopoly of fame which it has attained by the care of the original compilers of our Stud Book. If a case in point is necessary, it seems to me that Foxhall fairly furnishes it. All breeders of experience, so far as I am aware, "crab" and dislike to see the name of this great race-horse in any pedigree; they dread the taint he left of small, shelly, unsound feet, which it is only reasonable to presume came from that untraceable blood. How much more will this apply when we have many mares, as well as stallions, on claiming this untraceable breed, admitted to our Stud Book and intermingled without pedigrees. I was but a schoolboy when Foxhall was competing with and beating many of our best. As a two year old he won the Bedford Stakes and Brethby Nursery, and at three years the Grand Duke Michael Stakes, Cesarewitch and Cambridgeshire, the Select Stakes, and ran second to Bend Or in the City and Suburban, crowning himself with the Gold Cup at Ascot as a four year old. Surely a great earnest of value at the stud; but the "untraceable taint" would seem to have been a bar sinister, and now most men avoid a pedigree containing his name. Foxhall, foaled in 1878, was by King Alphonso, "an untraceable" American, and so far as my experience goes he handed down to his descendants bad, shelly, unsound feet. Your article mentions May Girl and her "untraced" line. Irishmen naturally wonder that she and her line are not admitted, when "untraceable" Americans are, to our Stud Book. There is a world of difference between the mustag tap-root of the Yankee and the "untraced" branch of May Girl. In the old days in Ireland big breeding allowances in the local chases were claimed for "the half-bred"; hence many eligible animals were never registered with Messrs. Weatherby, and I fear in some cases pedigrees were deliberately lost. I sincerely trust public opinion will make itself too strong for further "untraceable" invasions of the Stud Book on our famous breed of bloodstock.—E. KENNEDY.



MOST of the houses illustrated in these pages have been designed for a known client, and may represent in some particulars of their design his personal wishes and pleasures. There have been some which may even be described, impolitely, as freak houses. Their plan or treatment has expressed some idiosyncrasy which removes them from ordinary categories. Such diversities

and sane elevations are of the essence of the contract. A very encouraging feature of the best "speculative" houses built to-day is that architects of position are entrusted with their design. If this wise example were followed at all generally, the name of "speculative builder" would lose its stigma. Provided always that he builds soundly from good designs, he fills an important and useful place, and is well entitled to



COSTLEY'S: TERRACE—

may be interesting in themselves, and arise often enough from some condition of site or aspect rather than from odd views on arrangement or equipment held by architect or client. When, however, houses are built frankly as a commercial enterprise, to let or sell on their general merits, there is no room for entertaining fancies in brick and mortar; straightforward planning

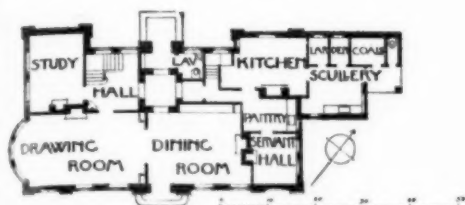
—AND GARDEN FRONT.

the profits that his enterprise secures. There is no reason why a ready-made house should not be as good in itself as one built to suit individual needs and tastes. It will fit the average man as well as a ready-made suit will do when his dimensions are wholly normal. It is unlikely to be so interesting, because the architect is not so free to express his own personality, and



LEIGH HOUSE: GARDEN FRONT—

—AND ENTRANCE.



LEIGH HOUSE: GROUND PLAN.

There is a general point of interest about these Farnham houses. Mr. Harold Falkner is a Farnham man. It is probable that the majority of country houses throughout England, great and small, that are worthily designed are done by London architects. A century ago there was hardly such a person as the provincial architect. He was conspicuously rare in the eighteenth century, so rare, indeed, that those men who rose out of their country

the character of the future owner, which he would also wish to impress on the building, is an unknown quantity.

There is another

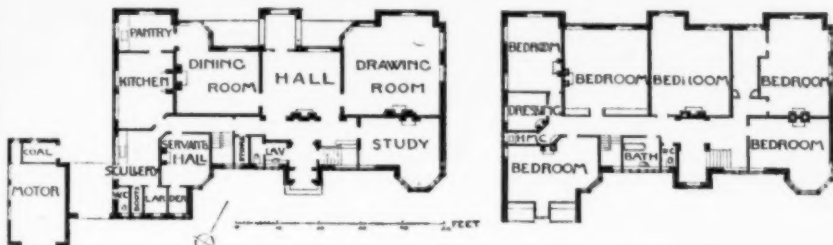
obscurity bore their city's name like a title—Carr of York and Wood of Bath, for example. About 1800 Gandy, an architect A.R.A., who wrote of the Lesser Country Houses of his day, pleaded with the nobility and gentry not to let their estate agents design out of their ignorance, but added "it has been frequently remarked that gentlemen residing in the country, who build, have been deterred from applying to professional Designers . . . but this might be better managed by directing the Country Surveyor . . . to convey his plans to a professional Architect, where they would receive that polish which can only be expected from men whose education and practice, as Artists, enable them to distinguish between true and false taste."

In 1805, if we may believe Mr. Gandy, London architects were the sole fountains of "polish." That advice sounds odd in 1912. Not only are the provinces provided with many architects of skill and artistic ability, but in the larger centres schools of local design are beginning to take definite shape, as may best be seen at Birmingham. The local architect has the great advantage that he knows the local conditions and the local men. The builders who work for him, year in and year out, are not frightened by his specifications. They consequently do not include in their tenders sums which are practically insurance premiums against requirements which they may think unreasonable, as sometimes happens when the architect is strange to the district. When all is said, however, it remains that there are few places of the size of Farnham that can claim an architect so abreast of the development of design as Mr. Falkner; nor must it be forgotten that many provincial "architects" have no claim to the title in so far as we may assume that it should indicate any real education in design.

Costley's and Leigh House are similar in plan and general treatment. The terrace at



MARGREIG: ENTRANCE FRONT FROM WEST. "C.L."



MARGREIG: GROUND AND FIRST FLOOR PLANS.



MARGREIG: FROM THE SOUTH.

Costley's is parapetted with an open-work wall built of curved tiles. At the end of it there is a pleasant little gazebo with demure hipped roof and rusticated coigns which accord admirably with the main building. The coigns throughout are of rusticated brick, whereas at Leigh House there are plastered pilasters which seem to cut up the house rather too markedly. They would have been more suitable features in a white-washed house. The balanced design of both houses would have pleased John Evelyn, the diarist, who was clear that "it is from the asymmetrie of our Buildings, want of decorum and proportion in our Houses, that the irregularity of our humors and affections may be shrewdly discerned." Decorum is, perhaps, as good a word as any to express the character of the simple Georgian form which Leigh House and Costley's have taken. The mingled red and blue



HALL AND STAIRS AT MARGREIG. "COUNTRY LIFE."

bricks of their walls are pleasantly varied here and there by a few "headers" of yellow stock brick. Symmetrical planning brings with it some small disadvantages. On the entrance front of Leigh House, for example, both the staircases run across windows, which does not add to the attractiveness of the elevation as seen from the outside, but it has no practical disadvantage, and short curtains would remedy it. Indeed, the house is planned as well as can be with large, airy and well-lighted rooms throughout. Mr. Falkner was wise to make his dormer windows big, with the result that the four bedrooms and bathroom on the attic floor at Leigh House are, for all ordinary purposes, as good as those on the first floor, where there are six bedrooms and a bathroom. The front door here is made up of a small old door, which has been framed with a new margin to fill the opening, and does so very attractively. The grille above it is an old fire-screen put to a new use. In Margreig, Mr. Falkner has sought the inspiration of an earlier period, which allows of half-octagon bays and calls for casement windows instead of sliding sashes. Here again the planning is good, and one of the arched openings, which are made on either side of the hall fireplace, frames a pretty picture of the stair beyond and its trellised staircase. The projecting garden porch on the south side adds dignity to the loggia, of which it forms part. It will be observed from the plan that though the dining-room has a door to the loggia (which adds to the convenience of serving open-air meals in the latter), it also has windows in the outside wall. Sometimes a loggia greatly darkens the room which it adjoins for lack of outside windows, but at Margreig the hall is well lit from north as well as south.



MARGREIG: IN THE LOGGIA.

O'ER FIELD & FURROW.

THE YORK AND AINSTY.

THIS has been a season of sport for the county pack. Wet weather favours hounds, and it certainly keeps the most eager riders in their places. Probably there has never been such a season for falls. Horses have to take off out of deep ground and, what is a still more effective cause of grief, have to gallop over sticky plough and grass scarcely less deep between the fences. The fences have not been cut down by frosts. Mr. Love's coverts near Easingwold, which are certain finds, were drawn on the Monday before Christmas Day. Three foxes were found in the morning, and the first took an awkward line, which caused a good many horses to come down. But the real fox of the day was in a gorse covert. The fox was soon afoot and, hearing what by this period in the season is the familiar notes of horn and hound, decided to go straight away. It was pretty to see hounds fly to the holloa, touch the line and, thrilled with the (to canine nostrils) ecstasy of scent, bustle away on the line. The pack ran with great dash; there was no need to cry "Forrard on" as they screamed through Inge Wood. With the same dash they swung to the right and, in spite of all their drive, never over-running the line, went over the road. It may be imagined that the field lost no time in settling to their work. Even the man who knew least about hounds could see that they were settled to run well. The pack never paused in crossing a road. The riders caught their horses by the heads, sat down on the saddle, wasting little time at the fences. It was over or through; but even hesitation would have been fatal to one's place near hounds. It was not safe to go fifty yards out of your line for a gate. As it was, hounds were beating us. The tail of the hunt grew longer; hesitation in the rider, a weak point in the condition or courage of the horse, even a mistake at a fence, put the rider out. But in Yorkshire blood is in demand for hunters, and now it told. This country, level and deep, is against the heavy-weights, and the light men on blood horses equal to the weight they had to carry forged to the front. The fox was too hard pressed to go into the gorse at Stillington, but skirted this, and then turned down to the brook and crossed over the bottom. Up the hill the pack drove and chirruped and chimed, the music growing less, since even a hound is steadied by a hill. How much more a horse with fourteen stone of half-blown humanity on his back! There the pack slipped

into a wall of fog; the leaders rode to the "modified chorus," and the rest rode at the shadowy forms of the men in front. Then there was silence; hounds overran the line, and at a more sober pace. The huntsman tried the wood and made a quick, clever cast outside the covert, for the fox was too hot to go in, and picked up the line outside. Thicker and thicker grew the fog, and hounds were stopped. It was a very brilliant gallop of two hours.

THE COTTESMORE.

Nothing seems to break the luck of a pack of hounds when once they have started well. Thus the Cottesmore achieved on Monday a long hunt, even though their huntsman was laid up. Norman, who began his career with the Belvoir, carried the horn. Clipsham was the fixture. There was a gathering mostly of regular Cottesmore people, chiefly residents, for the woods and heavy plough of this Lincolnshire side of the country are not attractive to those who would, as the old sportsman put it, "rather read a book" than hunt off the grass. But this side of the Cottesmore is well worth visiting, especially when the meet lies in the southern part of the Monday country.

THE SURREY UNION.

"Now, Kit," said Sir Bellingham Graham, when confronted by the deer fence round Annesley Park, "either you or I must get to them. Come, you talk a great deal about your mare; let us see what she can do. Whereupon Kit Atkinson, the whipper-in, drove the mare, by no means a finished hunter, at the paling, and got over." This gallant horseman was Kit Atkinson, later an old-time huntsman of the Surrey Union, who raised the reputation of that pack, which has for well over a century shown sport to fox-hunters in the neighbourhood of Leatherhead and Dorking. There are some fairly strong woodlands, some grass divided into small enclosures which rides very deep in wet weather, and a good deal of plough—probably there is as much grass as plough, but the latter takes so much longer to cross that it leaves a greater impression on the mind. There are some fairly wild stretches of country, and it is not a difficult country to ride over on a clever horse. It is trappy, and one must jump, as there is often no gate and hounds can frequently run well. Indeed, they have had more than their share of sport this season under Mr. Edward Murray, who is resigning at the close of the season. The weak point of the country from a Master's point of view is that it is difficult to get enough walks to breed a pack of hounds, so that the huntsman has to depend, though by no means entirely, on drafts from other kennels. On the other hand, the foxes are stout and take a lot of killing.

THE NEW FOREST PONY POINT-TO-POINT.

One of the sporting events of the year is the point-to-point for New Forest ponies thirteen hands and under. The ponies and their riders assemble at a certain point, and are then told to make their way as fast as possible to a place about three miles away. No one knows where this winning-post is to be until the moment of starting. Thus the race thoroughly tests the knowledge of country, judgment and horsemanship of the riders. It might be supposed that as there are no fences it would be an easy task to ride these three miles. But, as a matter of fact, at the best of times the New Forest is not easy to ride over. I know a famous Master of Hounds who has been hunting here in the spring for many years past who never fails to find his way into a bog. For this year's race, which took place on Boxing Day, the difficulties were unusually great, for this is a wet season. It had rained and hailed all the morning, and the Forest was practically under water. Everybody who took part in the race, with one exception, had at least one fall. The winner fell twenty yards from the start, but was remounted. Mr. Kershaw, the secretary of the Burley Pony Association, was leading for some distance when he and another rider in close attendance on him fell, and they rolled over one another. Mr. G. Lander, on a chestnut, eventually won, with Mr. Burry's roan mare second (this mare was in the same place last year). Lord Lucas, riding last year's winner, The Nun, was third. Three miles over such rough ground and in such deep going, with from twelve to fourteen stone in the saddle, the whole done at good racing pace, was a noteworthy performance, and reminds us that the New Forest pony is a born race-horse. X.



"Taking your pipe and a book to your bath? Are you mad, old chap?"

"No fear! But you see I'm dead tired, and I'm going to take a bath

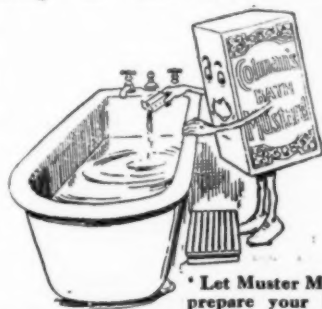
with some mustard in it. And *that*, old man, is too great a delight to cut short. I always lie in the tub until the water cools off. Hence the pipe and book.

"Luxurious? Yes. Enervating? Not a bit of it! The action of the mustard on the entire system is simply marvellous. I don't know *why* it is—but I *do* know that after a tiring day, whether at business or sport, the only tonic I need is a bath with mustard in it."

Many people "don't know *why* it is"; but doctors and scientists *do* know. Upon the skin, nerves, and vital organs of the body, the action of mustard when combined with water is an extraordinary one. Every blood-vessel, every nerve, gets the benefit of the peculiar chemical action set up.

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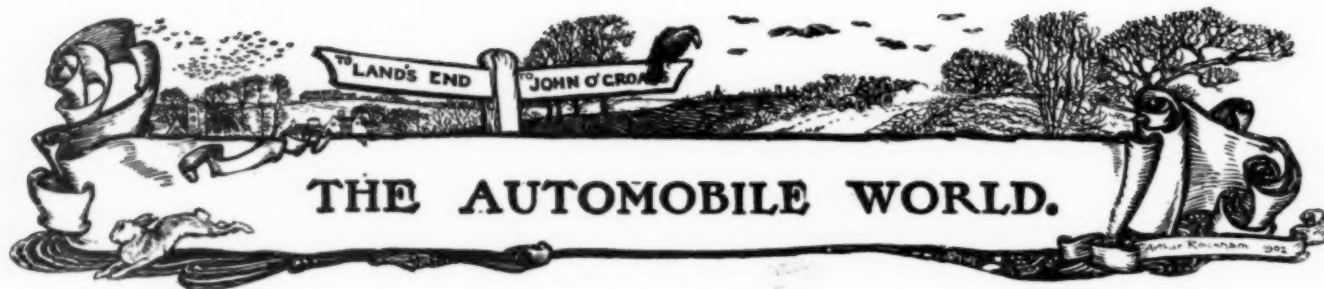
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RANDOM COMMENT.

THE past year has been a very prosperous one for the industry as a whole, though one or two of the big makers have failed to maintain their popularity with the motoring public. The prospects for the coming twelve months are equally bright, and there is no sign of the present "boom" coming to an end for some time to come. People who used to be content with one car are now discovering that two are a necessity, and often an economy as well, while thousands who for years have regarded a motor as a luxury beyond their means have learned that a small car can be run at quite a small annual cost provided the owner is prepared to learn how to drive and to look after the mechanism himself. There is no reckless rush to buy cars by people who can neither afford the initial outlay nor the cost of maintenance, such as has been witnessed in America, but rather a gradual appreciation of the fact that motoring is a pastime within the means of people with moderate incomes.

Take the case of a young married couple living, or intending to live, in the country within easy reach of London or some other large city. It is safe to say that in such circumstances the possession of a car will add enormously to the enjoyment of life. Their circle and choice of acquaintances will be infinitely enlarged, within reasonable limits distance will be no bar to the acceptance of any invitation, the transport of friends to and from the station will be rendered perfectly simple and the problem of access to week-end amusements such as golf will be solved without difficulty. The utility of the car will be more than doubled if both husband and wife are able to drive it, as is often the case nowadays, and the latter will find that there is no better antidote to the boredom of the routine of household duties than an hour at the steering wheel of a speedy little two-seater.

If means permit of the employment of a driver, the difficulty of the husband's daily journeys to and from the station is immediately overcome, and at the same time the choice of a house is greatly simplified. With a car it matters little whether one lives half a mile or two or three from the railway, and it need hardly be remarked that, as a rule, one can find a better house at a lower rent if it is not essential to live within easy walking distance of a station. In the absence of a driver the problem is sometimes capable of solution by hiring a shed close to the station and leaving the car in it during the day. This plan has the obvious advantage that one is not under the necessity of arranging in advance to be met by any particular train. If electric lighting is fitted it is only a matter of seconds to switch on the lamps and start the engine when returning in the evening. Unfortunately, there are not very many small country stations with garages or sheds available close at hand, and I have often wondered why the railway companies have not tried the experiment of arranging accommodation for cars in the same way as they have provided for

bicycles. In many cases there is ample room in the station yard for the erection of a row of small sheds, and the income would provide a handsome return on the outlay.

Many of the minor difficulties which surround the keeping of a small car might be overcome if owners in suburban districts combined to employ a man to undertake the rough work of cleaning, polishing, filling tanks, pumping tires and other routine jobs which even the most enthusiastic of motorists find irksome after a time. If a suitable plot of land were available near the station at a moderate rental, the ideal arrangement would be to build a rough shed, and place it in charge of a handy-man, who could probably be secured for twenty-five shillings a week. The owner who took part in such a scheme could drive to the station in the morning, leave his car in the shed and return in the evening to find it cleaned and ready for use. A good man could probably keep five or six small cars in presentable condition, except when the weather was very bad.

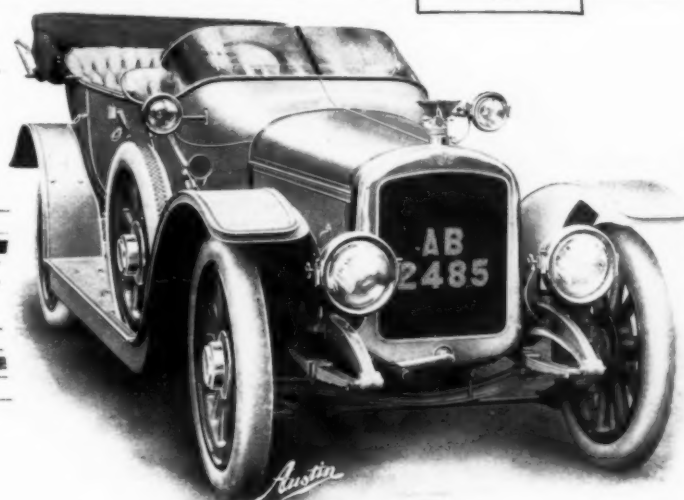
It would not be possible for every car to be washed daily, but the results would be considerably better than when cleaning and polishing depend, as is the case with thousands of small motors, on the energy of the owner himself or the time that the odd man or garden boy can spare for the work. The cost of such a scheme ought not to work out at more than seven or eight shillings a car per week, which is not a large sum when it is remembered that a co-operative station garage would practically solve the driver difficulty. The expense might even be reduced if the status of the man in charge of the shed were raised to that of, say, a yearly tenant, bound by a fixed scale of charges, but with a right to supply petrol, tires and accessories. The elaboration of the scheme on some such

lines might give the owners participating in it many of the advantages of co-operative trading without incurring the risk of trouble with the manufacturers.

Months of almost continuous wet weather have worked havoc with some of the tar-sprayed roads near London, and it is becoming more than ever obvious that relief from summer dust can be very dearly purchased. I fancy that much of the trouble is due to the fact that, owing to lack of any prolonged spell of drought during the early part of the year, much of the tarring was done when the roads were not thoroughly dry. The result was that the tar did not penetrate to any considerable depth, and only a small waterproof crust was formed, which the traffic has now broken up and churned into a slimy, slippery coating, which is far worse in every way than ordinary mud. It is doubtful whether tar-painting can ever be satisfactory where a road carries a large volume of heavy traffic, such as motor omnibuses and lorries and traction engines; but I believe that most of the leading surveyors are agreed that for secondary roads well laid with good macadam yearly surface tarring not only cures the dust nuisance, but actually pays for itself in the reduced cost of



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A fast touring
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"Defiance"

The "Defiance" Austin

THE demand for a powerful, speedy, comfortable car, reliable under the severest conditions, has produced the "Defiance." It has been proved in several extremely rigorous tests to be dependable in the highest degree, and capable of a speed of 85 m.p.h. on the road. In the Imperial Russian Reliability Trials, in which the conditions were exceptionally searching, the "Defiance" scored fastest time at four separate meetings. The design of the body, which is "stream-line," includes a deep scuttle dash giving ample leg-room, and a straight glass screen with ends curving inwards.

SPECIFICATION

10'1. 8in. wheelbase. Straight frame.

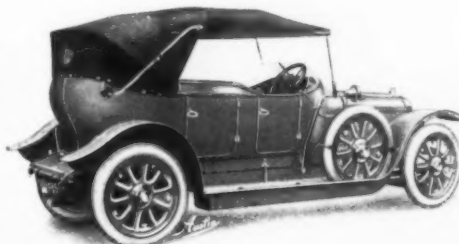
880 by 120 Aust n-Sankey detachable steel wheels and two spares. The two rear tyres are studded, the two front grooved. The grooved tyres are also provided with the spare wheels. These wheels are fitted in a well in step on each side of the car.

A.C.A.V. Dynamo is fitted in the cast aluminium dash above the fly-wheel, and a special drive is arranged which can be disconnected when required. The engine has four cylinders, 4½in. bore by 6in. stroke, and is fitted with enclosed valves, high tension dual ignition, also a mechanical air pump for maintaining pressure on the petrol supply. High lift cams are fitted, also a specially large carburettor.

The radiator has a rounded front, and the bonnet is tapered.

The Stream-line body seats four persons, including the driver, and is provided with a one-man hood, also a suitable glass screen.

The equipment of the car includes the wheels and tyres mentioned above, also electric side and tail lamps, headlights, and brackets, and a full kit of tools. The coachwork can be painted and upholstered to the client's choice.



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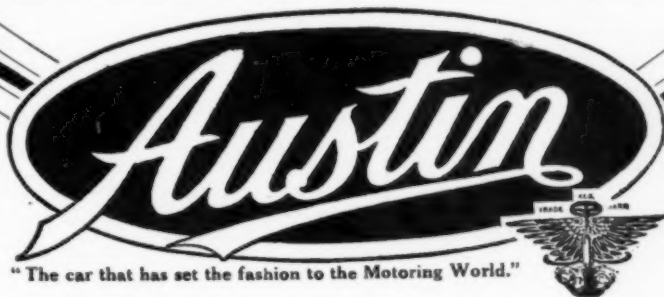
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surface maintenance. Many years must elapse before tar macadam can come into general use all over the country, and it would be a serious misfortune if tar-painting, which is a great boon in dry weather, were pronounced a failure on account of unsatisfactory results during the winter.

CELER.

CARS ON THE ROAD: THE 16-20 H.P. WOLSELEY.

SINCE it was first introduced in 1910, the 16-20 h.p. Wolseley has enjoyed a popularity which has increased year by year, as the minor defects which are inseparable from even the most carefully designed of new models have been eliminated one by one. Little fault was to be found with the 1912 type, which proved one of the most successful of the medium-powered cars on the road; and with the small detail improvements introduced for the current year, one may presume that in the opinion of the Wolseley Company finality in design has been reached for some time to come, as it has been announced that no fewer than four thousand of these cars are to be built, a number which will tax the resources of the huge factory at Birmingham for considerably more than a single season.

Commencing with the two-cylinder horizontal-engine cars, which, early in the days of the movement, first brought fame to the firm, there are very few of the Wolseley models that we have not had an opportunity of driving at one time or another, and the trial of a new type is always a matter of special interest. We therefore gladly availed ourselves recently of an offer of the loan of one of the new 16-20 h.p. cars in order that we might investigate for ourselves how it compared with its immediate predecessor. In spite of roads in the worst possible condition for easy running, it did not take long to arrive at the conclusion that the new model possesses the quality usually described as "life," in a degree which has been excelled by none of the smaller Wolseleys of recent years. In fact, in power of acceleration and quick response to movement of the throttle, the new 16-20 h.p. reminds us of the best of the old "fourteens," whose disappearance from the firm's catalogue was regretted by so many motorists of the time. The 16-20 h.p. chassis has always been equal to carrying a roomy landaulet or limousine body, and for general all-round purposes the latest specimens of the type unquestionably possess ample power to satisfy the vast majority of owners. The car we drove was fitted with an open body of the standard type; but taking a line through its

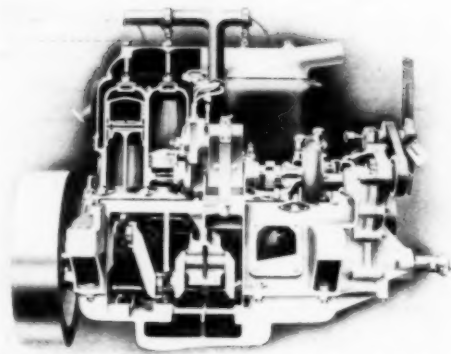
performances with a full load of passengers and over heavy surfaces, we have little doubt that with the covered types of carriage-work changes of gear on ordinary give-and-take roads would seldom be necessary.

A noticeable feature of the running of the car is its great flexibility and the steady manner in which the engine continues to pull at slow speeds on steepish hills which are just within the capacity of the top gear. On the level it is possible to throttle down to little more than a walking pace without the engine faltering, and yet accelerate smoothly and quickly. The latter quality is of particular importance if the car is to be used much in traffic, and we may say that we have seldom driven a machine which is more pleasant and easy to handle in the London streets. Both

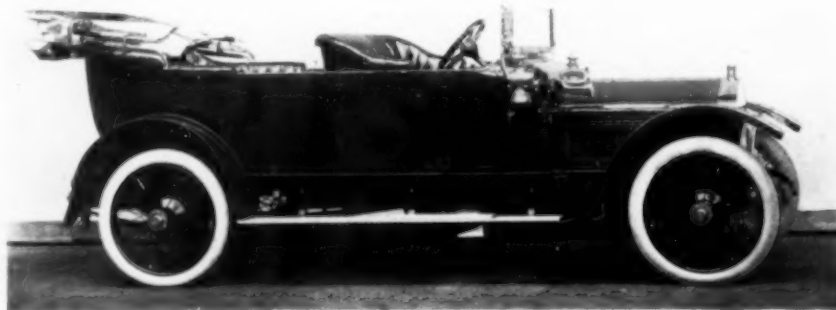
engine and transmission are remarkably silent, the only sound audible from the engine at ordinary speeds being the "suck" of the S. U. carburettor. The all-important problem of suspension seems to have been solved by the underslung back axle and the three-quarter elliptic springs at the rear, as the car rides easily over rough surfaces and holds

the road well at all speeds. The clutch, steering, brakes and arrangement of controls call for no comment, as they are well up to the most modern standard of efficiency and comfort, as, indeed, is every part of the car.

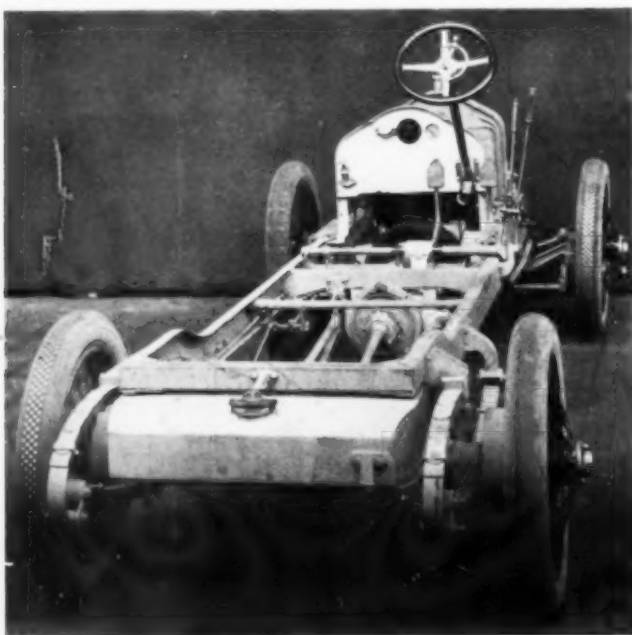
The alterations which have been made in the 1913 model are somewhat numerous, but all are of a comparatively minor character, though the sum of their results is a car materially improved. To take the engine first, the piston and connecting rods have been lightened, and to this is undoubtedly due the increase in its power and capacity for rapid acceleration. A notable innovation is the casting of the pistons with a "waist," which prevents the oil getting past the piston rings and fouling the combustion chambers. An economy in oil consumption is thereby effected, and it is now possible to feed a larger quantity of lubricant to the big ends without bad results in the way of deposit in the cylinders and smoky exhaust. The air pump for supplying pressure to the petrol tank has been separated from the oil pump and actuated direct by an eccentric on the cam-shaft. We understand that the chief object of this alteration was to silence the pump, which on some of the older models was distinctly audible, probably owing to the unavoidable back-lash in the skew gear which drove both pumps. The change seems to have achieved its object to a large extent, though when applying a critical ear to the running of the engine we fancied that the running of the air pump was just noticeable now and again. In the older 16-20's the oil filter was in an extremely inaccessible position, and it was necessary to empty the entire base chamber in order to clean this vital portion of the car's internal economy. In the new model the filter is situated in one of the bearer arms of the engine, and is fitted with a cover secured by a hand screw, so that the strainer can be withdrawn for cleaning in a few seconds. The S. U. carburettor, which seems to act faultlessly, has been slightly modified, and those of our readers who are acquainted with the 1912 model will learn with interest that the awkward-looking connection between the water pump and the forward cylinder jacket has been replaced by a short, straight pipe with a simple and ingenious rubber joint. If our recollection is correct, the 1912 model was fitted with dual ignition. A single ignition magneto of the latest Bosch type is employed on



THE 1913 16-20 H.P. WOLSELEY ENGINE.



THE 16-20 H.P. WOLSELEY AS A TOURING CAR.



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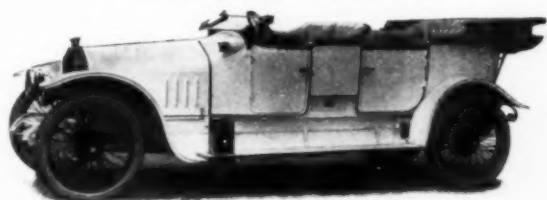
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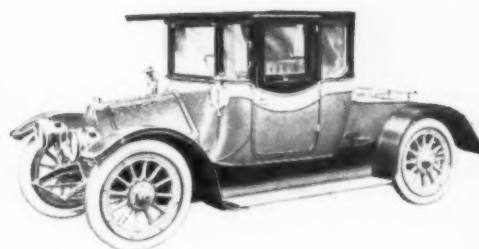
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Rubber Non-Skid Tyre

The Reason Why—as our Clients see it.

The following extracts are from a letter written by a chauffeur, in the
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"The Tyres I like the best are, without doubt, the Prowodnik, feather-ribbed sort. And why? Because: (1) They have beaten all my past records for mileage. (2) They wear quite evenly round the tread. (3) They are the easiest tyre I have ever fitted. (4) They resist such missiles as would pierce all other makes of tyres I have used. (5) They are equally as good a non-skid tyre when new as a steel-studded tyre when new. (6) Last, but not least, they add to the general appearance of an automobile to no little degree.

"According to records which I have kept—for my own experience and benefit—having always been in the habit of keeping them, the Prowodnik leads by 40 per cent."

"Most of my friends in Chauffeurdom
have fitted or intend fitting them."

THE RUSSIAN TYRE & RUBBER IMPORT Co., Ltd.
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the 1913 cars, and, on the whole, we think the change is to be commended. There is not the slightest difficulty in starting an engine of this size on the magneto, and the abandonment of the dual system certainly makes for simplicity. A very large proportion of the new cars, moreover, are fitted with the new Wolseley self-starter, which we have seen in successful operation on the 24—30 h.p. model, and which we hope to describe on a future occasion.

Traveling beyond the engine itself, one finds an important alteration in the mounting of the radiator. In order to avoid any possibility of injury to this somewhat delicate part of the car, the radiator brackets are provided with a single-link joint on one side and a double-link on the other, so that no distortion of the side members of the chassis when travelling over rough roads can affect the radiator itself. New joints, which are dust and water tight, are provided for the ends of the steering tie-rod, a marked improvement over the old leather-covered joints in general use. The alterations in the rear portion of the chassis are comparatively unimportant. Timken roller bearings are now employed almost throughout the transmission, and in the wheel hubs, and a small change has been made in the method of adjusting the hand brakes and in the anchorage of the front end of the rear springs. More noticeable is the placing of the petrol tank at the rear, and a wholly commendable feature is the provision of a large tank stopper which can be removed by hand in a couple of seconds. We imagine that the ease with which the tank can be opened is responsible for the disappearance of the pressure relief cock from the dashboard, a matter which at first caused us some mystification when we attempted to release the air pressure after our first run on the car.

The bodies made by the Wolseley Company at their Birmingham works include all the recognised types of carriage-work, and are excellent specimens of the coach-builder's art. The ordinary flush-sided touring phaeton is roomy and comfortable, and very well finished in every respect. The Cape-cart hood is of the "one-man" type, and the wind screens are fitted with a new patent joint of the friction type, which enables the upper half to be fixed

firmly in any position desired. Owing to their large output and the installation of a quantity of new automatic tools of the most modern type, the firm have been able to reduce the prices of the 1913 models. The 16—20 h.p. open touring car of 10ft. 3in. wheel-base, complete with screen and hood, is listed at £460, the coupé landaulet at £520, the cabrio-phaeton, a very useful type of body, if the car is much used for touring, at £565, the limousine or limousine-landaulet at £600 and the cabriolet at £650. The three last-mentioned covered cars have a wheel-base of 10ft. 9in.



THE NEW 14 H.P. HUMBER COUPÉ.

and are provided with two emergency seats of special design, which enables the extra passengers to face in any direction.

ITEMS.

UNDER the auspices of the Imperial Automobile Club of Russia, an International trial of motor-sleighs and of other self-propelled vehicles designed for use in snow-covered country will be held near St. Petersburg on January 19th next.

The Avon Tire Company have removed their London depot from Long Acre to larger premises at 19, Newman Street, Oxford Street, W., where a large stock of tires will be kept. No charge is made for fitting tires at the London depot.

EARLY MOTOR CAR TYPES

No. 6. The first motor cab.

London without taxi-cabs is hard to realise in these swiftly moving times. So rapidly are impressions effaced that when one spies a hansom cab it is almost with a start of surprise. Yet who could tell off-hand when the motor cab was first introduced? It will surprise many to learn that London boasted a motor cab in 1897, the year of the Diamond Jubilee! This prototype of all taxi-cabs is portrayed in the accompanying picture, and hardly looks, it will be admitted, a carriage fit for a king. Yet it was in this very vehicle that King Edward (then Prince of Wales) was driven from Marlborough House to Buckingham Palace and back, in 1897. The cab also figured in the first motor car wedding on record. To modern eyes it looks as out-of-date as a Sedan Chair, and in appearance, indeed, resembles one.

The tyres were of solid rubber, and seldom lasted more than 300 miles. But that was before the Dunlop Company had solved the question of making practicable tyres for motor vehicles. To-day the tale is very different. A Dunlop tyre fitted to a "W. & G." taxi-cab, and re-treaded twice, has achieved the remarkable distance of 16,600 miles! Many others, notably amongst private owners, have exceeded this, and there are two instances of

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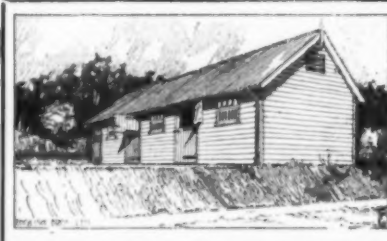
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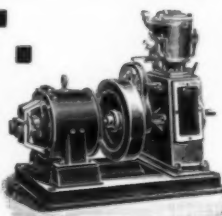
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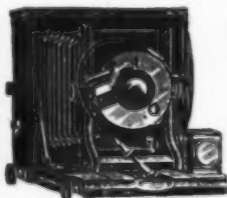
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Mr. G. B. Ibbetsen has again been appointed to act as the R.A.C. representative in the South of France during the winter months. His headquarters are at the Grand Hôtel des Îles Britanniques, Nice, and his services will be available to members and associates up to April 7th next.

The miniature Cadillac illustrated in our last issue has been purchased by Queen Alexandra and presented by her to Prince Olaf of Norway as a Christmas present.

We are informed that in future all Métallurgique cars will be guaranteed for a period of three years.

KENNEL NOTES

COMMUNICABLE DISEASES.

OWING to the very close relationship existing between the dog and his master or mistress—an intimacy shared by no other dumb animal except the domestic tabby—it is just as well that the communication of disease from dependent to his owner is a rare occurrence; otherwise the nervous would be in such a state of apprehension that the presence in the home of a faithful guard and companion would be impossible. Occasionally one reads articles so alarmist in tone as to excite surprise that dogs should be tolerated at all if half said against them were true. Fortunately it is not; but for all that, it would be foolish to deny all the charges. Let us examine one or two of the counts against the dog. First and foremost, I suppose, must be placed sarcoptic mange. The follicular type, although the most malignant and far more difficult to cure, is so little contagious that even another dog may share the kennel of an afflicted one and yet never contract the disease. Leading scientific opinion inclines to the view that some animals show a predisposition to this form of mange, which opens up a suggestive field of thought, to which I will recur later. Sarcoptic mange, the commonest variety, which runs rapidly through a kennel when once it obtains a footing, is more amenable to treatment, and may be checked if energetic measures are taken. Unfortunately, symptoms similar to those seen on the dog are also found in human practice sufficiently often to make us associate the two together. In the *Veterinary Journal* the other week, Dr. A. Whitfield, F.R.C.P., and Professor Hobday, F.R.C.V.S., mentioned that they had together known seventeen cases of mange affecting the human being, five coming under the notice of the doctor in the course of his ordinary practice.

There is one singular difference, however. While in the canine sufferer a microscopical examination reveals the presence of the acari beyond question, similar investigation has failed to detect the parasites on human beings troubled with the complaint.

It has been said there is danger to man from the canine tapeworm, although taking a different form. The egg of *tænia marginata* may form a cyst or bladder-worm in the serous tissues of the sheep, cow and other animals, and occasionally in man. Instances are very rare, I believe. *Tænia echinococcus* is the most dangerous to man of all these parasites, but I cannot find that it is common in Europe. Concerning the transmission of tuberculosis, which is seldom met with in the dog, opinions seem to differ. When it does appear in a dog, the general view seems to be that he must have been in association with some human being in advanced stages of consumption, and if he contracts it from man, may he not also communicate it? Dr. Müller and Mr. Alexander Glass, in their important veterinary work, hold that "it is the duty of the veterinary practitioner to warn the owner of the tubercular or suspected dog of the danger of infection, and advise him to destroy the animal." Although various organs may be attacked by the tubercular bacilli, the symptoms are not easily diagnosed. Cases of extreme emaciation which can be assigned to no definite cause should occasion suspicion.

THE MORAL.

The moral deducible from these observations is perfectly obvious. If a dog is suffering from mange, for his own well-being, as well as ours, he should be isolated. The unhappy creature is such an object of repugnance that common decency would forbid him the run of the house; but apart from that, a disease which is readily amenable to treatment cannot well be kept under control if the animal is allowed to become reinfected from the parasites he has left about. When he has been dressed for some time with Peruvian balsam or some of the sulphur preparations usually recommended, his kennel must undergo the most drastic disinfecting that is possible. Otherwise we shall never get rid of the scourge. The fact that treatment is fairly simple, owing to the superficial connection of the acari with their host, is also responsible for the ease with which the disease is spread.

A. CROXTON SMITH.

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BLACKCOCK.

BLACKGAME are more fortunate than capercaillie, in that the law protects them for twenty days longer at the beginning and for forty-nine at the end of the season. As a matter of fact, a law under which the opening of blackgame-shooting was postponed until September 15th would probably meet with praise from most sportsmen, and if this modification were introduced, the closing day might well be put back into the middle of January instead of December. Blackgame in August are sorry birds; the old cocks are tail-less, they are still in the moult, which commences in July, and they sit so tight that it often needs a dog to put them up. Even when driven, the late August and early September birds are mere parodies of what they become as the season advances, and even as late as early October the young cocks do not attain full plumage. On all counts, therefore, it will probably be agreed that the blackgame season opens too early.

There are, of course, certain favoured places in Britain where a number of blackcocks are still to be killed in a day, and where a blackcock-drive would be, and is, considered worth while, even if there were no grouse to vary the shooting. I do not think, however, that the blackcock is at his best *en masse*, or when he is made the main object of the day. Rather is he a glorious bird to outwit in quiet fashion with a friend and a couple of keepers—he is eminently the bird of the improvised drive. From October onwards—and, indeed, before—blackgame gather in packs, sometimes cocks alone, sometimes hens and cocks together. The numbers in these packs vary greatly, but it is probably rare to find more than fifty together, except under unusual circumstances. Ideal blackgame ground is the grassy fringe of the moor, where the plantations of larch and fir abut on the open moor itself on the one side, and on cornland on the other. Except when the birds come very high over the butts, blackcock probably give better shots in covert than in the open; but a careful study of the ground and the lines of flight adopted will enable a capable keeper to place his guns for the improvised drive with every chance of success. One bit of ground I remember which was almost ideal for driving blackgame. It was in the Trondhjem Amt in Northern Norway, on the edge of the high *fjeld*, where a hill rose six or seven hundred feet above the surrounding gullies. Half a mile from this hill was the flank of the main mountain, which was covered with a wood of birch and pine. The single gun would take his place on the edge of this wood, while the ten year old herdboys would make a circuit and climb round the far side of the hill. The slopes he thus traversed were a favourite sunning-place for old cocks, which rose and came straight over, slanting downwards, difficult shots, which, if killed, crashed down into the great rift of the valley far, far below. Of course, blackgame are of all game-birds the most conservative in their lines of flight until driven from them by shooting. In undisturbed woods it is possible to drive small packs of cocks forth and back. Their line does not vary by fifty yards, and they will in most cases pass over the same trees on their second as on their first flight. When arrived at their destination, they will generally perch in their accustomed tree or in the vicinity of their own chosen area of stubble or heather. Very little can be done with blackgame down-wind, though the discomfort their tails cause them when flying in this direction has probably been exaggerated; for in the face of a visible danger blackcock certainly turn at all possible angles, even in the open and on the wildest day. Blackgame, like capercaillie, need very careful moving by the beaters, or they are apt to go wrong, and, as is well known, once a blackcock has made up his mind, nothing yet discovered (except an eagle or a falcon) will turn him from his purpose. Few experiences are more painful to the shooter than to see an unduly hustled pack of grand old cocks rise high and break out intent on putting a league of heather between themselves and the shouting disturbers of their woodland peace. The blackcock is a strong, hard bird, and there are certain shooters who carry special shot, and even

special loads, for his benefit. This is much in the bird's favour, for the carrying of special cartridges for special game usually ends in disaster. The gunner sees the birds too late, and is engaged in changing his cartridges just as they pass the most favourable shooting angle. I remember not once, but many times, shooting with a dear old sportsman who had taken to the gun rather late in life, and who always carried at every covert-shoot a half-dozen of No. 8 shot cartridges for woodcock. He would withdraw his No. 6 and replace it with a No. 8 whenever he came to, or was posted near, a spot where he might, in the light of hearsay or past experience, expect a woodcock. But I do not believe that he often fired his No. 8 at a woodcock. Usually it was a hare that received it, or a pheasant or a wood-pigeon, and when the woodcock did come, he dealt with it quite adequately with No. 6. Still, no doubt the possession of the No. 8's made him happy. One other use they had. He was in the habit of bestowing one or more on those fellow-sportsmen of whom he approved. Nor were they lightly bestowed, since to receive them showed a high reading in the barometer of his favour.

The shooting of blackcocks as they come in in the evening to the stooks has been often described, and usually rather shamefacedly, as a poacher's dodge; but this criticism is absurd, for the quiet outwitting of game, big and little, by knowledge of its habits has some element of the poacher in it, and this element, when only resorted to of necessity, makes for good. There is far too great a tendency in modern days for the mere marksman to supplant the hunter. As long as the birds are driven over, the mere marksman may shine, but he never can equal the true hunter when it comes to bagging a shy bird in solitude—even at the stooks. The old blackcock is a worthy foe, and few will grudge him the peace which for the next few months will be his portion.

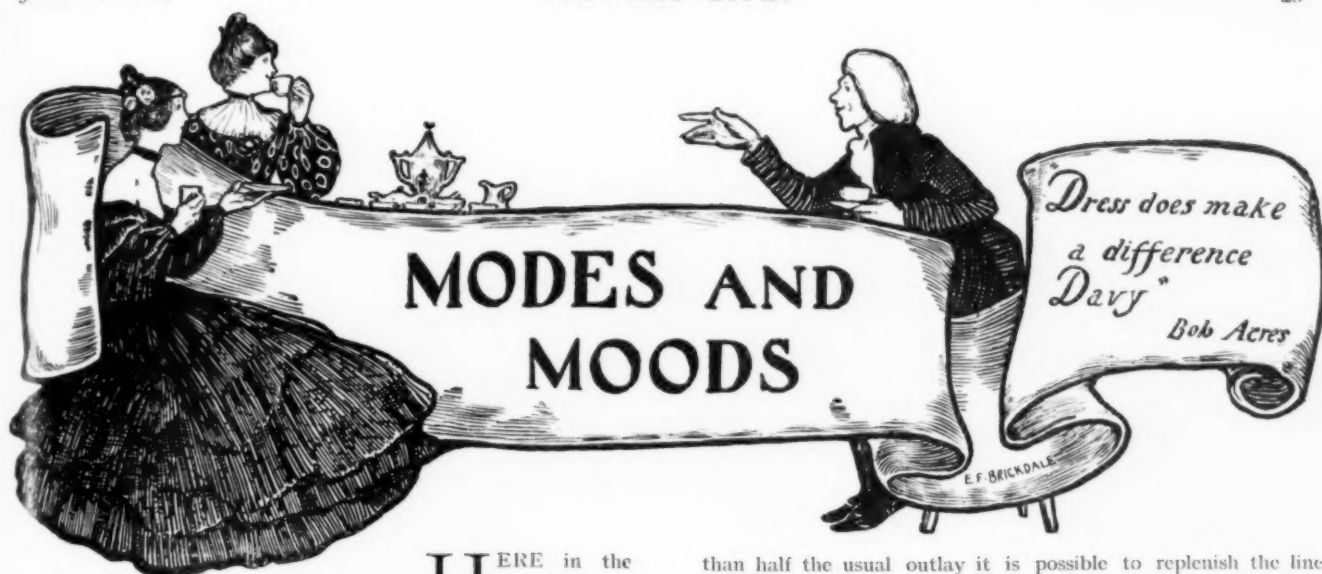
H. HESKETH PRICHARD.

BURNING AS A CURE FOR THE HEATHER BEETLE.

"DO you see what they are saying about pheasants in Scotland eating the heather beetle? Goodness knows how many of the beetles or the larvæ they didn't find in the crop of a single pheasant." This was a question put by the present writer to the owner of one of the very best moors in Scotland; one, moreover, which is suffering more than a little from the beetle. "Yes, I see," was the answer, "but what good can that do? The pheasants could eat up a few million of the beetle in the neighbourhood of the woods. You can't cover the moor with pheasants. Even if they stayed there, the grouse wouldn't. And you could do no appreciable damage to the beetle with anything less." "Well," I said then, "is there no remedy against the beetle at all?" It seemed a desperate state of things. "Only burning," said he; "thorough burning and deep burning which shall go right down into the ground." We all know the difference in kinds of burning—the burning that skims over the heather, sheering off the foliage and withered flower, going with a fine wind helping it, and the burning that is slow, steady and serious, going right down into the underground roots. As a matter of fact, this kind of burning is better done against, than with, a moderate wind.

DRIVEN GROUSE IN DECEMBER.

Many a shooter has been learning, this year for the first time, what a November and even a December grouse can be. Finding that more birds than the limit number for safety were being left on many a moor both in Scotland and in England, very late grouse-drives have been organised, and, as one who had lately taken part in some of these was saving to the present writer: "Those fellows who go up and shoot grouse in August and the beginning of September don't know what the birds can be, later on, when they have quill feathers as strong as sticks and fly as wild as hawks." He showed the chilblains, too, on his fingers where the cold had bitten them when shooting the driven grouse in December. But those that are well killed give so much the more satisfaction. It is a true sporting kind of shooting.



HERE in the great metropolis the sales are engulfing us. The storm and stress of securing the best of the bargains is apparent on every side, and, as an onlooker, I find much that is extremely amusing in the various attitudes adopted. But only the physically strong survive these orgies, though with dress the obsession it now is, one appreciates fully the amazing efforts made by those who have to make a good appearance on a wholly inadequate expenditure, and who by sheer force of will and staying powers work out numberless logical conclusions in the realms of dress. Let those laugh who may, but the mind that can retain multifarious small needs and have them so clearly defined that a sight of a remnant of material here, a scrap of trimming or lace there, to say nothing of the host of little things of dress, immediately brings some cherished scheme into focus, is an extremely valuable possession—one that is of far more service than some mild talent in connection with the higher arts. And I say this in a perfectly impartial spirit since, true lover of beautiful clothes as I am, my particular rôle in life does not permit me to study the ethics of remnants.

One sale, however, that never fails to fill us with awe is the wonderful one week's clearance at Harrods', for which day excursion trains are run from such far-away towns as Portsmouth, Southampton and Bristol, with the fares all reduced. At this sale of a million bargains or more only Harrods' regular standard goods are disposed of. Wherefore is this not in any sense an ordinary sale. The reductions placed on the surplus stock, that the firm are compelled to clear to make room for fresh consignments, are really drastic, and the goods offered comprise every conceivable requirement and luxury. At less

than half the usual outlay it is possible to replenish the linen cupboard, secure outfits for boys and girls, acquire smart, fashionable costumes, coats, etc., for one's self, and lay in provisions and such household items as soaps, drugs, scent, etc., for months. In a word, the whole curriculum of wants is covered at this remarkable event. In connection with which Harrods' bring out two wonderfully compiled and illustrated catalogues, the second brochure dealing exclusively with furniture, furnishing fabrics, carpets, curtains, china, glass, silver, electro-plate, cutlery, hardware and stationery.

In all probability many readers of COUNTRY LIFE have already received these brochures, and the firm are particularly anxious to have it clearly impressed on the minds of their country clients that a large and specially-trained department deals with letters by post. The whole achievement, when you come to look at it calmly and dispassionately, is frankly stupendous: Only six days in which to carry out the work of dispersing all the surplus stock of what is

generally accepted to be one of the largest, if not the largest emporium in the world.

All manner of amazing offers are made in modish day and evening gowns, restaurant cloaks and practical wrap coats. The subject of these may be studied in the first part of the catalogue exclusively devoted to what our American cousins descriptively term soft goods. Furs have for some seasons now been a big feature at Harrods', and just dropping haphazard into the surprise packet of bargains I find a remarkable offer, comprising stoles of fine quality black fox accompanied by handsome two-skin muffs reduced to 7½ guineas. The ladies' outfitting department overflows with money-saving temptations, and the various garments are so well arranged in sections that it is the simplest matter in the world to make selection if a personal visit is paid.

In blouses the bargains are almost bewildering, though out of the *mêlée* I am



THE SKILFUL
ADAPTATION OF
THE REMNANT.

picking for special notice one of the latest models of a simple shirt in heavy quality Jap silk, the neck cut rather *décolleté*, with a falling collar, and finishing with a coloured satin bow, which in stock size only will be going for 11s. 9d. Gloves and hosiery are likewise most admirable items to make for at Harrods' sale, and also boots and shoes. The latter department is one of the earliest to be raided, and wits should be kept well sharpened in attacking this section. Children's clothes, both boys' and girls', always so costly in proportion to their size, are dropped to popular prices, the sum paid for one suit under ordinary circumstances approximately securing two at the sales.

To those who are interested, proud housewives to wit, Harrods' high-grade household linens and damasks at sale prices provide an



IN BROCADE AND PANNE.

early objective, while on Friday, January 10th, all remnants will be cleared at half their marked sale price. Space, alas! forbids my entering into any detailed account of the offerings in the furnishing, etc., section, although a special emphasis must be laid on the very substantial reductions applied to carpets. The firm are offering the whole of their valuable collection of British and Oriental carpets at an average reduction of 25 per cent., that is, to put it more forcibly to the average intelligence, a saving of 5s. in the pound. Again, in the china department there will be found some lovely Limoges china, Haviland's finest quality, but with here and there just a slight blemish, only discernible on the closest inspection. This is to be got rid of regardless of cost, a quantity of glass being marked down with an equally prodigal hand.

Before quitting the sale story, permit me to introduce to your notice two illustrated suggestions for utilising remnants. The left-hand figure wears a long coat of ninon bordered with fur about the wide armholes and a diamanté trimming elsewhere. Any averagely-skilled maid could copy this idea from our picture, which is an admirable notion for slipping on over an evening gown on a cold evening for a country house dinner, or, perchance, to temporarily transform an evening toilette into a quasi-teagown. At a rough calculation I should allow four and a-half yards of double-width ninon, while, if the fur proved too costly, marabout might be substituted, or even ribbon velvet.

The second figure reveals a veritable novelty in a loose zouave coat of jewelled ninon appliqué with velvet roses, as shown, an ornamentation that is framed at either edge with ribbon velvet. That, at least, is the expression we have elected to give the model, but the variations to be played on the theme are endless. What really matters is the style, a precursor, if I mistake not, of a revival of serious import.

Making steady headway in the approval of all those whose aim it is to keep in the front ranks of fashion are the beautiful Bulgarian embroideries. These, for the nonce, have largely ousted the Japanese, Chinese and Oriental fancies. "Bulgar" is the pet abbreviation of the moment. There is even a "Bulgar" cloth, a rather rough, clumsy weave with a patterned border, a woven effect to simulate the broderies characteristic of the troublesome Bulgarian state. To my mind, however, quite the most fascinating medium of expression is provided in some little collars, adjustable affairs, that give the most delightful and novel touch to either corsage or coat. The colour harmonies introduced are singularly artistic, a dull oxidised thread frequently entering into the scheme, sometimes as a narrow bordering theme, or again interwoven with the groundwork. The colours generally trend to sombreness, but there is no mistake at all as to the extremely attractive nature of the "Bulgar" colourings and embroideries, nor any doubt that they are prepared to take a leading place in the forthcoming season's fashions.

The career of extravagance on which La Mode has started as in the matter of evening manteaux provides food for serious reflection. Although there is a certain similarity of outline, it is rare to see two models alike, by reason of the beautiful materials employed and the fine detail. The interiors, in many instances, are as attractive as the exteriors, and many an odd length of patterned chiffon may be picked up at the sales to be ultimately turned to account as a doublure. With remnants more or less in mind, the typical evening wrap portrayed was designed. The upper part of boldly patterned brocade makes an effective start, the story is completed by velvet, velveteen or panne. With the white fur suggestion, probably white coneys, the eye craves for yellow. And a yellow evening manteau is about as adaptable a choice as any. At the risk of being accused of twanging the same string incessantly, I must, however, add that the *nuance* I mean is one of the prevailing citron shades. And, myself, I should employ an *imprévu* note in a lining of black and frog green shot ninon, the surface broken by a tiny spot or check.

The subject of remnants, however, is so all-engrossing, both to the perforce economically minded and also to those fortunate folk who simply like to indulge their natural *fleur* for bargains, that I feel it superfluous to add to the number of conjectural uses to which they may be devoted, and would turn my readers' attention to opportunities of a wholly different character. The sports-woman, of course, has ever marked Burberrys' sale as the sartorial event of the year, but this season will be altogether exceptional in the number of bargains offered and the extraordinary reduction in prices. Burberrys' policy has always been to "scrap" their models of the preceding season at any sacrifice to make room in their formerly rather limited premises for new things: and to the already existing models they add a number of garments made up from odd lengths and surplus stock of their celebrated cloths in which the patterns and colourings have changed for the ensuing year. This season they are inaugurating their recent removal to the big new building in the Haymarket by a sale of greater magnitude than ever, and are determined during January and February to dispose of what is undoubtedly the most remarkable collection of weatherproof clothing ever seen at one time under one roof. It is unnecessary at this juncture to dwell on the special qualities of Burberrys' weather-proof garments or on their exquisite materials, nor does space permit of my dwelling on special models. Suffice it to say that the sale includes every variety of waterproof overcoat, gown, suit and hat suitable for travelling, motoring, golf and all kinds of sport, all to be disposed of at merely nominal prices. Particulars of the sale will be found in the catalogue which Messrs. Burberry will forward on receipt of a post-card. L. M. M.



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ON REMOVALS UNDERTAKEN BY

J.J. Allen

BOURNEMOUTH SOUTHAMPTON — LONDON

FOR TOWN AND COUNTRY.

A NEW AUSTRALIAN LINER.

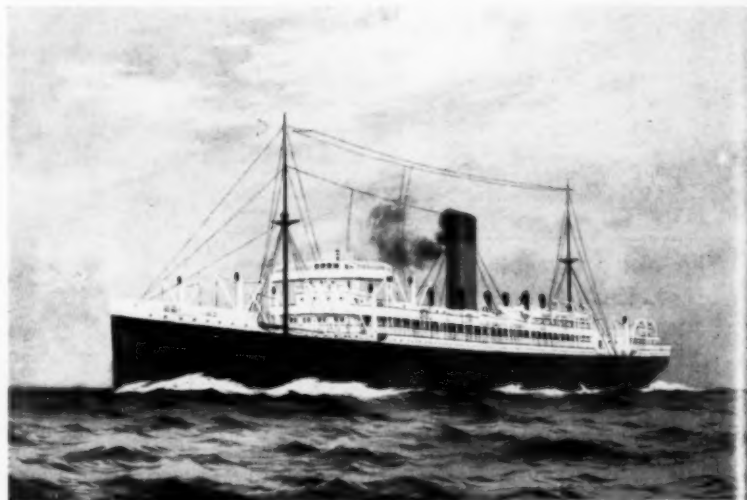
THE increased passenger traffic with Australia within the last year or so has brought about a very pronounced improvement in steamer accommodation, and the last word in comfort and convenience would appear to have been said in the new twin-screw steamer *Nestor*, recently launched from the North Yard of Messrs. Workman, Clark and Co., Limited, of Belfast, and built to the order of Messrs. Alfred Holt and Co., Liverpool, for their Blue Funnel Line. The vessel is the first of a new and much-improved type for the Blue Funnel passenger service between Great Britain and Australia, which is at present carried on by the *Aeneas*, *Ascanius* and *Anchises*, all of which were constructed by the same builders. The *Nestor* is 580ft. in length, with a gross tonnage of about 14,500, and complies with the Board of Trade requirement for a first-class passenger certificate. She will be one of the largest vessels in the Australian trade. The passenger accommodation occupies the 'midship portion of three decks, and is designed for 350 first-class passengers, only the one class being carried. Children have been specially provided for. A beautiful nursery has been constructed for them adjoining the dining saloon, equipped with suitable furniture, while the wall panels are painted with apt illustrations from well-known nursery rhyme and fable, so that the little ones will not feel altogether at sea even in the Indian Ocean. From the cargo point of view the vessel is exceptionally well designed. There are seven spacious holds, constructed on the girder system, so as to permit of their receiving the largest type of consignment. One hold and the after 'tween decks have been insulated and fitted up for the reception of frozen meat, dairy produce and fruit, and an extensive plant of refrigerating machinery has been installed. Every detail, indeed, conducive to the passengers' well-being throughout the ship has been thoroughly well thought out, and bears proof of the attention of travellers of long experience.

THE MUSICIANS' CONFERENCE.

During the week the Incorporated Society of Musicians have been holding their annual conference at Birmingham. This is the second visit of the society since it was established some thirty years ago. For the purpose of the present conference the Incorporated Society joined forces with the Musical League. Four concerts were given by the League during the conference; two of them were chamber music, one was choral and one was entirely orchestral. Eight new works were included in the programme, while many others, which are familiar, were heard again; among the latter must be included Professor Granville Bantock's choral symphony, "*Atalanta in Calydon*," performed on Friday evening at a special concert at the Birmingham Town Hall by a choir of four hundred voices. Mr. H. A. Keyser's "*Othello*," Mr. E. L. Danton's "*Cap and Bells*" for soprano solo and orchestra, Mr. Havergal Bragan's comedy overture, "*Dr. Merryheart*," and some songs sung by their composer, Mr. Frederick Austen, were among the pieces first performed. At the chamber music concerts there were two new string quartet fantasies by Mr. Balfour Gardiner and Mr. Waldo Warner, and some songs by Miss Mabel Moss.

THE DAMP-WEATHER SORE THROAT.

Although doctors appear to be divided as to the unhealthiness of a green Christmas, there is no doubt that the damp, muggy weather which we have recently experienced has been responsible for a great many colds of the unpleasant kind that expresses itself frequently in the shape of an intermittent sore throat. One is inclined, especially if busy, to let a cold which does not cause great discomfort or inconvenience go its own way; but any prolonged affection of the throat is apt to leave a chronic weakness if not nipped in the bud. This may be done in the early stages by the use of a demulcent pastille. The drawback to many pastilles is their



THE NESTOR READY FOR SEA.

unpleasant flavour and pronounced odour. A most efficacious and pleasant preparation, however, will be found in the "*Allenburys*" Glycerine and Black Currant Pastilles. These are prepared from the finest glycerine and fresh black currant juice. They dissolve slowly and uniformly in the mouth, yielding a pleasant demulcent solution which soothes the throat and air-passages and keeps them clear and healthy. Speakers and singers also find these pastilles most useful, and, being so absolutely pure and free from harmful drugs, they cannot disturb the digestion even if taken in large quantities, and may be given safely to old people or young children. They are made by the well-known firm, Messrs. Allen and Hanbury, Limited, 37, Lombard Street, E.C., who have been established since the year 1715, and are obtainable from all chemists in 2oz., 4oz., 8oz. and 1lb. tins at 6d., 1s., 1s. 7d. and 3s. each; but care should be taken to see that each box bears the trade-mark, "*Allenburys*" and a plough.

A SALE OF OLD FURNITURE.

To the practical shopper the most abidingly satisfactory aspect of the present sale season is the wonderful reduction in the prices of old furniture, and the collector will find a veritable happy hunting-ground at Messrs. John Barker and Co.'s, Limited, of Kensington High Street, W. The finely-carved refectory table which we illustrate is a fair specimen of what may be seen here. It is a genuine piece of fine workmanship in admirable condition. In lighter vein, if one can say so of ancient furniture, is an eighteenth century dresser with cabriole legs and potboard beneath, and in oak chairs of every period and style there is a wide choice. A little piece of exquisite carving is shown in an old Bible-box which, diverted from its original uses and mounted on four old oak legs, will make an excellent glove and brush stand for a small hall. Grandfather clocks in all sorts of cases form a fascinating display. There is one specially beautiful example in red lacquer which will no doubt find a speedy purchaser, and near by are some very fine pieces of old English lacquer, cabinets, chests, a clock, mirrors and so on. The growing demand for old mahogany furniture is met by a collection of fine bedroom suites and single pieces, and there are several four-post bedsteads with the slender fluted columns of the eighteenth century eminently suited to modern requirements, including one rare and interesting specimen with a caned bottom. A quaint Queen Anne piece in burr elm, with deep drawers, which would make an excellent dressing chest, deserves special notice, and for a roomy hall there are two notable pieces, one a Jacobean livery cupboard with carved pediment and panels, the other an armoire with striking Gothic doors. Oak chests also figure largely in the sale, and chairs of lighter make, such as old Windsor and rush-seated, ladder or spindle backed Lancastrian chairs, etc., are being sold at prices far below those of inferior modern articles.

A ROYAL APPOINTMENT.

We have much pleasure in announcing that Messrs. Ronuk, Limited, proprietors of Ronuk Sanitary Polish, have had the honour to receive a Royal Warrant of Appointment to Her Majesty Queen Alexandra.



A GENUINE OLD OAK REFECTORY TABLE.

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